

## Preventative street maintenance—it's a good investment.

For many years Troutdale's Public Works Department has managed a program to systematically seal and maintain city streets. First, a sealant is applied to cracks in asphalt or concrete pavement; this reduces the infiltration of water and debris. Then (usually within a year or two) a second seal—called "slurry"—is applied over the entire street. **This combination can add 5 to 10 years to the life of the street before it has to be rebuilt. That saves us all money and helps keep our neighborhoods livable.**



*Troutdale's preventative maintenance extends pavement life 5-10 years and saves money.*

## Maintaining Our Streets: 5 Things to Know

1

Troutdale has a program to systematically maintain all city streets on an eight-year cycle. This adds 5 to 10 years to their life.

2

Every \$1 spent on preservation saves up to \$5 for rehabilitation or \$12 for reconstruction.

3

Troutdale City Council is exploring a local gas tax to adequately fund street maintenance.

4

Local gas taxes must be approved by voters. 20 Oregon cities have already enacted a gas tax.

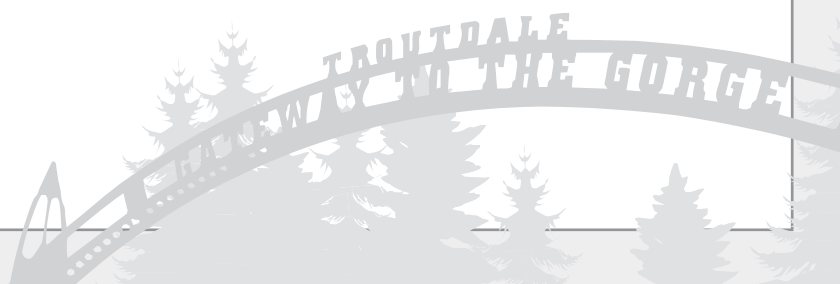
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By law, the funds can only be used in Troutdale – and only for road maintenance.

## Transportation funding sources and amounts aren't sustainable.

**Troutdale's road maintenance program is in jeopardy.** Available funds are no longer sufficient to continue the existing program. Troutdale City Council is aware of the problem and has made it a priority to find a solution that is fair for everyone using our streets.

Most highway funding in the U.S. comes from federal and state gas taxes. However, the federal gas tax rate hasn't increased in 22 years. Here in Oregon, the Legislature has increased the gas tax only once in the past 22 years. That means **money from federal and state sources for maintaining Troutdale's streets isn't keeping up with the cost** to keep our streets from deteriorating.



## What's the funding gap?

- ▶ Troutdale street revenues come primarily from the State Highway Fund. These flat or declining revenues provide \$800,000 per year.
- ▶ But **current funding needs are \$1 million per year**, and expected to exceed \$1.6 million by 2022-23.
- ▶ The **current gap is \$200,000 per year rising to \$800,000**.

## Troutdale City Council is exploring a fair solution for our community.

A solution being considered by the City Council is a local option gas tax. **Anyone who buys gas here will help pay to keep our streets maintained.** This plan could be sent to Troutdale voters by the City Council in late 2015 or early 2016.

**If voters approve, the money raised will ONLY be spent in Troutdale. By law, these funds can ONLY be used to pay for road maintenance.**



*Up to half of Troutdale's gas tax revenues would be paid by motorists passing through.*

*20 Oregon cities have enacted a local gas tax; first was The Dalles in 1980.*

*“We can talk about this for many years and we’ll keep getting the same story. We’re going to have to do something”.*

—Mayor Doug Daoust

## Revenues would support pavement preservation.

- ▶ Pavement preservation includes crack seals, slurry seals, and overlays
- ▶ Preservation avoids more costly rehabilitation and reconstruction
- ▶ **Every \$1 spent saves:**
  - \$3 - \$5** for rehabilitation
  - \$8 - \$12** for reconstruction

*“The fact that we’ve reached this spot where we can make another incremental investment and take charge of that for the foreseeable future, a lot of communities would love to be in that place”.*

—Councilor Larry Morgan

## Learn more:

Go to [www.troutdaleoregon.gov](http://www.troutdaleoregon.gov)  
Contact Steve Gaschler, Public Works Director  
503-674-7239  
[steve.gaschler@troutdaleoregon.gov](mailto:steve.gaschler@troutdaleoregon.gov)

